(c) whether Government propose to implement the World Bank jadvice?

THE MINISTER OF RAILWAYS (SHRl C. K. JAPFAR SHARIEF): (a) to (c) World Bank had furnished a draft report on long range Planning for Indian Transport Sector in September, 1994 in which these suggestions have been made. The report deals with all modes of transport including Railways. The suggestions are not binding on the Railways.

Report of World Bank Team on Indian Railways

556. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a six member World Bank Team visited India recently and submitted la draft report on Indian Railways to the Railway Ministry;

(b) if so, the details of that report; and

(c) what is Government's reaction over that xeport?

THE MINISTER OF RAILWAYS (SHRI C. K JAFFER SHARIEF): (a) to (c) Yes, Sir. The World Bank Team visited India in November, 1994. The team did not submit any report on Indian Railways during their visit. However, the World Bank had furnihsed in September, 1994 to Government of India a draft report on long range planning for Indian Transport Sector including Railways.

Procurement orders to wagon build ing units

557. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the procurement order released by the Railway Board to the wagon building units is very poor as against their installed capacity;

(b) if su, the reasons therefor; and

(c) if not, what is the installed capacity of these units and what was the procurement order given to these units'?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF); (a) and (b) Wagon orders are placed based on the Railways requirement and not the installed capacity of wagon building units. The wagon requirement is need based and orders are placed consistent with the need.

(c) The licensed capacity of these units in terms of four wheelers is 35635 and the orders placed for 1994-95 are 10,800.

Ntn-availability of First Class and AC-II Tier Coaches in Ranikhet Express

558. SHRI RAM NATH KOVIND:

DR. RANBIR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ranikhet Express running between Delhi and Kathgodam does not have any First Class *or* AC-II Tier Coaches;

(b) whether this causes much in. convenience to the commuters specially foreign tourists and other dig-'nitaries;

(c) whether keeping in view vari. ous tourist places like Nainital, Kati-siini, etc. are situated in Kumaun region, Government would provide First Class |AC-Il Tier coaches in the Ranikhet Express;

U\) whether Government would also consider to introduce a Shatabdi Express between Delhi and Kathgodam; and

(e) if so, what are the details thereof and if not, what are the reasons for ignoring such places of tourism importance?

THE MINISTER OF RAILWAYS (SHRI C. K JAFFER SHARIEF): (a) Yes, Sir.

(to) and (c) Keeping in view the passengers' demand, 2nd A.C. Sleeper Coach will be provided during 1995-96.

(d) There is no proposal at present.

(e) Due to operational and re-Source constraints.

Staff Cadre of Zonal Computer Centre of Railways

559. SHRI GAYA SINGH:
SHRI CHATURANAN MISHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Zonal Computer Centres of Indian Railways have extended their own staff cadres;

(b) whether the Divisional Com puter Centres of the Railways have been kept out of the purview of Zonal Centres; if so, the realms therefor; and

(c) whether the Divisional Com puter Centres would also toe included in the staff cadres of Zonal Com puter Centres for the advancement of career of the staff employed therein?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(to) Yes, Sir. Taking into account the availability of 'User-ifriendly' Software, and the decision to develop 'on-line' operation, it was found that only a small nucleus of staff would be required for the Divisional Computer Centres and it will not be viable to have a cadre for them.

(c) No, Sir.

माल डिब्बों और सवारी डिब्बों के निर्माण में लगी फैक्टरियां

560. श्री अनन्तराम जायसवाल :
श्री सत्य प्रकाश मालवीय :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में वर्तमान में रेलवे माल और सवारी डिब्बों के निर्माण में निजी और सार्वजनिक क्षेत्रों में लगे कारखानों की संख्या कितनी है और उनमें कितनी इकाइयां कार्यरत हैं और प्रत्येक इकाई की उत्पादन क्षमता क्या है ;

(ख) क्या रेलवे की मांग के अनुसार माल और सवारी डिब्बों की आपूर्ति नियमित रूप से की जा रही है, यदि हां, तो उसका ब्यौरा क्या है ;

(ग) क्या यह सच है कि रेलवे माल और सवारी डिब्बा उद्योग भारी संकट के दौर से गुजर रहा है और हालांकि जबकि रेल मंत्रालय को और अधिक माल और सवारी डिब्बों की आवश्यकता है जिस पर भी सरकार इस उद्योग के प्रति लापरवाही दिखा रही है; और

(घ) यदि हां, तो उसके क्या कारण हैं और क्या सरकार रेलवे "माल और सवारी डिब्बा उद्योग" में संकट को दूर करने और माल और सवारी डिब्बों के निर्माण के लिए पुनः आर्डर देने पर विचार कर रही है ?

रेल मंत्री (श्री सी. के. जाफ़र शरीफ़) : (क) सरकारी और निजी क्षेत्र में माल डिब्बा निर्माण के कार्य में नियमित रूप से लगे यूनिटों की संख्या 11 है । सवारी डिब्बों के निर्माण में 2 यूनिटें लगी हैं और यह दोनों सरकारी क्षेत्र में है । इसमें रेलवे की अपनी निर्माण क्षमता शामिल नहीं है । फिलहाल सभी यूनिट कार्य कर रहे हैं । एक विवरण संलग्न है (नीचे देखिए) जिसमें उनकी अनुज्ञप्त क्षमता दिखाई गई है ।